

**CIRCULATION ELEMENT
SANTA MARIA GENERAL PLAN**

ADOPTED - JANUARY 4, 1994

**CIRCULATION ELEMENT
SANTA MARIA GENERAL PLAN**

**City of Santa Maria
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Adopted JANUARY 4, 1994

RESOLUTION NO. 94-8

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SANTA MARIA ADOPTING A COMPREHENSIVE UPDATE OF
THE CIRCULATION ELEMENT OF THE SANTA MARIA
GENERAL PLAN, GP-93-01

WHEREAS, on January 4, 1994, the City Council of the City of Santa Maria held a regularly scheduled public hearing for the purpose of considering a comprehensive update to the Circulation Element of the Santa Maria General Plan, GP-93-01; and

WHEREAS, notices of said public hearing were made at the time and in the manner required by law; and

WHEREAS, the Circulation Element is a state mandated general plan element, and State Law provides that major revisions to mandatory elements be made every five years to incorporate new information and reflect changes in community needs and values; and

WHEREAS, the existing Circulation Element was adopted in April of 1979 with minor revisions through September 1993, but has not had major revisions since its adoption; and

WHEREAS, the Circulation Element Update provides for a transportation system to accommodate the existing and projected traffic demands of the General Plan Land Use Element (August 1991) and the Santa Maria Sphere of Influence Boundary Amendment and Concurrent Annexation Study; and

WHEREAS, it is the intent of the City of Santa Maria to repeal the outdated Circulation Element adopted in April 1979 and replace said element with an up-to-date General Plan Circulation Element; and

WHEREAS, the City Council reviewed and certified the Final Environmental Impact Report (E-93-06), and adopted CEQA Findings and Statement of Overriding Considerations prepared for the comprehensive Circulation Element Update; and

WHEREAS, at the completion of said hearing, the City Council duly considered all evidence presented at said public hearing;

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Santa Maria General Plan is hereby revised to replace the existing outdated Circulation Element with the comprehensive Circulation Element Update, dated September 1993, and Errata Sheet of December 1, 1993, based on the following findings:

The first of these is the fact that the
data shows a clear trend of increasing
the number of cases in the last year.

Secondly, the data shows a clear trend of
increasing the number of cases in the last year.

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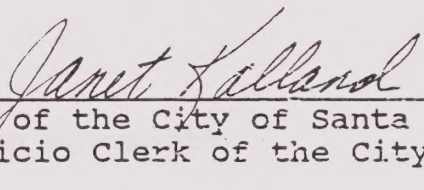
STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF SANTA MARIA)

I, JANET KALLAND, City Clerk of the City of Santa Maria and ex officio Clerk of the City Council DO HEREBY CERTIFY that the foregoing is a full, true and correct copy of Resolution No. 94-8 which was duly and regularly introduced and adopted by said City Council at a regular meeting held January 4, 1993 by the following vote:

AYES: Councilmembers Toru Miyoshi, Bob Orach, Curtis J. Tunnell, Thomas B. Urbanske and Mayor George S. Hobbs.

NOES: None.

ABSENT: None.



City Clerk of the City of Santa Maria
and ex officio Clerk of the City Council

THE UNIVERSITY OF CHICAGO
DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY

REPORT OF THE COMMITTEE ON THE
PROGRESS OF THE RESEARCH
ON THE CHEMISTRY OF THE
ATMOSPHERE

CHICAGO, ILLINOIS
1961

THE UNIVERSITY OF CHICAGO
DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	C-1
A. Preface	C-1
B. Introduction	C-1
C. Definitions	C-2
Roadway Classifications	C-2
Bikeways	C-3
II. PLANNING CONSIDERATIONS AND FINDINGS	C-4
A. Existing Street System	C-4
B. Existing Roadway Classification System	C-6
C. Existing Public Transportation System	C-7
1. Bus System	C-7
Public Bus System	
Intercity Service	
Taxi Services	C-7
2. Rail Service	C-8
Passenger Service	C-8
Freight Service	C-8
3. Pedestrian/Equestrian Movements	C-8
Trails and Paths	
4. Aviation	C-8
Commercial Aviation	C-8
General Aviation	C-9
5. Goods Movement	C-9
Motorized Transport	C-9
Non-Motorized Transport	C-9
6. Parking	C-10
Downtown	C-10
On-Street and Off-Street	C-10
Park-and-Ride	C-10
Bike Route System	C-10
III. CIRCULATION PLAN	C-11
1. Roadways	C-11
2. Bikeway Plan	C-13
3. Rail Transportation	C-14
4. Air Transportation	C-15
5. Public Bus Transportation	C-17

VI. Goals, Policies and Programs

C-19

Goal C.1 - Comprehensive Transportation System

C-19

Goal C.2 - Consistency with General Plan

C-22

Goal C.3 - Funding

C-26

Goal C.4 - Land Use Compatibility

C-28

Goal C.5 - Transmission Facilities

C-29

Goal C.6 - Alternative Modes of Transportation

C-30

V. Technical Appendices

LIST OF EXHIBITS

<u>Exhibits</u>	<u>After Page</u>
C-1 1979 Circulation Plan Map	C-5
C-2 Circulation Plan Map	C-12
C-3 Bikeway Plan Map	C-13
C-4 Conceptual Light Rail Transportation System	C-14
C-5 Existing City Bus Routes	C-18
C-6 Proposed City Bus Routes	C-18

PREFACE

The Santa Maria Circulation Element evaluates the transportation needs of the City and presents a comprehensive transportation plan to accommodate those needs. The intent of the Circulation Element is to guide the orderly improvement of the circulation system in direct response to the Land Use Element of the General Plan.

The City of Santa Maria Circulation Element fulfills the State Planning Act and the regulations in Section 65530 et. seq. of the Government Code of the State of California. Section 65302(b) of the Government Code states that a circulation element must consist of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the plan.

The existing Circulation Element was adopted by the City Council on April 17, 1979. The text was reformatted in April, 1987 and incorporates amendments made through September 7, 1993. This text updates the current Circulation Element and provides new information, appropriate goals, policies, and implementation programs to guide the City's development.

I. INTRODUCTION

Transportation facilities, their location and accessibility, have been and continue at present to exert a major influence upon the shaping of cities. These facilities influence the development pattern of the environment by affecting the location of housing, employment, recreation, and commercial activity.

By the nature of the function they serve, transportation facilities inevitably tend to cross jurisdictional boundaries. As a consequence, decision-making in the realm of transportation may involve a multiplicity of agencies, many with conflicting interests. Because of the need for coordination, critical decisions, if deferred, may not be effectively implementable.

The intent of the Circulation Element is to preserve future road rights-of-way and to provide for public mobility and access necessary to support the existing and anticipated population of the City. Adoption of this Circulation Element complies with the requirements and responsibilities set forth in the State of California Streets and Highways Code and the Planning and Zoning Laws of the State of California Government Code.

The Circulation Element serves the following needs:

- * coordinate the transportation and circulation system with planned land uses;
- * promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- * make efficient use of existing transportation facilities; and,
- * protect environmental quality and promote the wise and equitable use of economic and natural resources.

DEFINITIONS

In general, circulation systems are composed of a wide range of transportation facilities which serve two basic functions--mobility and land access. Mobility means providing the ability for motorists to travel between their points of interest. Land access means providing access to properties at the final destination which may include parking or driveway access. A circulation element is typically composed of facilities that emphasize either mobility or access to different degrees. The following types of facilities are defined in the Circulation Plan:

ROADWAY CLASSIFICATION

<u>Facility Type</u>	<u>Emphasis</u> (Mobility versus Land Access)
Freeway	Mobility, with no land access and limited access to primary arterial streets.
Primary Arterial	Mobility, with intermittent access to arterials, other streets, and freeways and with minimal direct land access.
Secondary Arterial	Mobility, with access to collectors, some local streets, and major traffic-generating land uses.
Collector	Mixed, with access provided from local streets to arterials, and access also provided to some adjacent land uses.
Local	Primary purpose is to provide access to collector streets.
Minor	Land access, with access to local and collector streets.

BIKEWAYS

"Bikeway" is used to define all facilities that explicitly provide for bicycle travel. It can mean anything from fully grade separated facilities to streets with simply signage to designate the route. There are three classes of bikeways which are defined as follows:

Multi-Purpose Trail: A completely separated joint use facility designed for shared pedestrian and bicycle use. Multi-purpose trails are posted with signs that separate the pedestrian and bicycle traffic. There are two types of multi-purpose trails.

Multi-Purpose Trail I (MPT-1) is a completely separated joint use facility designed for shared pedestrian and bicycle use. These facilities may be located along rivers, abandoned and existing railroad, utility rights-of-ways and between parks.

Multi-Purpose Trail II (MPT-2) is a separated joint use facility (pedestrian and bicycle) which is used in conjunction with a Class II bike lane. This type of facility gives the bike rider the option of using the bike lane or the separated multi-purpose trail. This facility typically replaces the traditional sidewalk, as it can serve as both the sidewalk and recreational trail.

Class II, Bike Lane: A restricted right-of-way designed for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is not allowed; however, vehicle parking may be allowed. Crossflows by pedestrians and motorists to gain access to driveways, parking facilities, or an associated land use is allowed.

Class III, Bike Route: A shared right-of-way designated as such by signs placed on vertical posts or stenciled on the pavement. Any bikeway which shares its through traffic with either or both moving (not parked) motor vehicles and pedestrians is considered a Class III bikeway.

II. PLANNING CONSIDERATIONS AND FINDINGS

Existing Street System

North-South Streets

Regional access to the City of Santa Maria is provided by the U.S. 101 Freeway. This highway provides the City with good access to neighboring population centers. U.S. 101 extends south of Santa Maria to the City of Santa Barbara and beyond to the Los Angeles area. North of Santa Maria, U.S. 101 passes through San Luis Obispo County.

The major existing north-south streets serving Santa Maria are Broadway, Blosser/Skyway, and Miller. Broadway (State Route 135) is a four and six lane facility which is the primary north-south route through the Santa Maria/Orcutt urban area. Broadway carries a significant volume of traffic (26,000 to 39,500 average daily trips). It is also expected to carry increasing volumes of traffic with future development of the City. This will require roadway and intersection improvements to relieve projected congestion. Blosser Road is a north-south arterial along the western boundary of the City Limits. Blosser Road becomes Skyway Drive at Betteravia Road. Skyway provides the primary access to the Santa Maria Public Airport. In order for Blosser Road to relieve congestion from Broadway, it must be improved to arterial standards. Miller Street is located just east and parallel to Broadway. As shown in Figure C-1, it extends from just south of Taylor Street (in the northern portion of the City) to its intersection with Santa Maria Way and Orcutt Expressway.

College Drive, Depot Street, Railroad Avenue, Bradley Road, and Suey Road could be developed as north-south arterials to help relieve traffic congestion on Broadway and Miller Streets. Presently, College Drive extends from Donovan Road southward to Battles Road at the city limits and begins again at Sunrise Drive and connects to Bradley Road in Orcutt. College is located between Miller Street and U.S. 101 (Figure C-1). College could provide an alternative route to Broadway for residents in the southern portion of the City and the Orcutt area.

Together, Depot Street and Railroad Avenue have the potential of being made a north-south arterial serving the area between Broadway and Blosser Road. However, present discontinuities preclude its effective use as an arterial. Depot runs intermittently from Fesler Street south to Battles Road. Depot continues again south of Betteravia Road for a short distance as a cul-de-sac. Railroad Avenue merges with Depot Street at Fesler, where it continues to the northern City limits. Railroad Avenue parallels Depot Street and is classified as a local street between Main and Liberty Streets.

East-West Streets

The major east-west streets serving Santa Maria are Donovan Road, Alvin Avenue, Main Street, Stowell Road, Battles Road, McCoy Lane, and Betteravia Road. Donovan is located at the northern end of the City.

It has four lanes west of Lynn Drive and two lanes to the east. Donovan Road has an interchange with U.S. 101. Alvin runs continuously from Blosser Road to Suey Road, but it does not have an interchange with U.S. 101. Main Street is designated State Route 166, west of U.S. 101, and connects Santa Maria to Guadalupe to the west and unincorporated areas of Santa Barbara County to the east. Main Street also has an interchange with U.S. 101. Stowell Road was formerly designated as State Route 176. It is four lanes in width throughout the City as far west as Blosser Road. Betteravia Road traverses the City one-mile south of Stowell Road. It provides access to Casmalia to the west and Garey and Sisquoc to the east.

McCoy Lane and Battles Road are important with respect to their potential to be developed as east-west arterials. McCoy Lane presently runs from Westgate Road (west of Skyway Drive) to the eastern boundary of the city limits where it terminates. Battles Road extends from the western boundary of the city limits eastward to Bradley Road. Battles Road has the potential to be extended westward to Blosser Road and beyond.

Although the future Union Valley Parkway is to be developed in the unincorporated area of Santa Barbara County, it is anticipated that it will help reduce volumes of traffic on streets within the City. The planned roadway will extend from U.S. 101 to Highway 1 west of the City of Santa Maria and between State Route 135 and the westerly City limits. Approximately three-quarters of a mile west will be wholly within the City.

The roadway improvements identified in the Citywide Transportation Study included specific roadway and intersection improvements as well as revisions to the functional classification system. Details of the roadway and intersection mitigation are available in the Santa Maria Circulation Modeling Study Report December 19, 1991 (Appendix A of Technical Appendices).

CIRCULATION PROBLEMS

Analysis of the existing roadways indicate that modifications and improvements are required to adequately accommodate projected transportation demand associated with build out of the Land Use Element of the General Plan. Based on these findings, present and anticipated problems that this Circulation Element addresses are:

- * Improvement of north/south street continuity to provide additional roadway alternatives to reduce traffic "bottle-necks" and provide adequate, uniform capacities on each street.
- * Provision of alternative east/west roadway routes, and the improvement of the U.S. 101 ramp intersections with Main Street, Broadway, Stowell, Betteravia, McCoy Lane, Donovan, and Union Valley Parkway.
- * Extension of arterial and collector street system to serve anticipated development areas.
- * Internal traffic circulation within and through new and existing subdivisions to provide for circulation continuity and prevent isolation of individual developments.

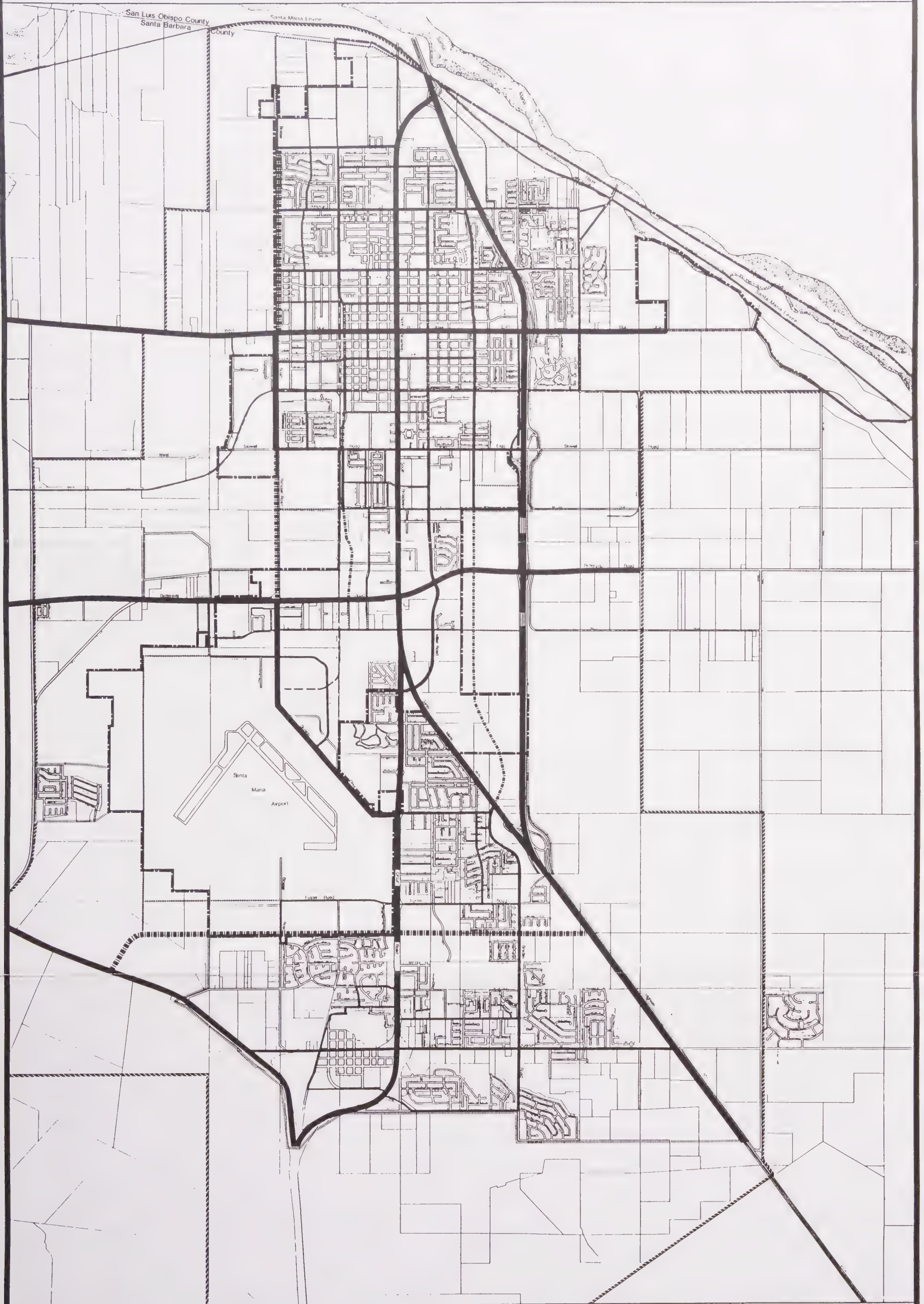


City of Santa Maria General Plan

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- EXISTING PROPOSED
- Principal Arterial
- Local Arterial
- Collector

Circulation Plan (1979-1993)



Scale: 1 inch = 1000 feet

Circulation Plan (1979-1993)

REVISIONS	DATE	FILE NO.	INITIALS	DATE	FILE NO.	INITIALS

FIGURE C-1

Existing Roadway Classification System

The Citywide Transportation Study also analyzed the City's existing roadway classification system. The findings and recommendations of the Transportation Study are discussed below.

The City's current classification system consists of nine roadway classifications and ten street design standards in three general groupings. The roadway section design includes residential streets (4 standards), commercial streets (3 standards), and industrial streets (3 standards). However, the present Circulation Plan does not distinguish between all of these various facility types.

In order to assist the Public Works and Community Development Departments to more efficiently plan for future transportation facilities and the maintenance of them, a simplified standard roadway classification is outlined below. The classification system establishes a hierarchy of streets in terms of their function in carrying through traffic (i.e., providing mobility) versus accommodating access to fronting properties via driveways. This classification system consists of the following facility types:

- * **Freeway** - Reserved for limited access, uncontrolled, grade separated facilities, this classification includes U.S. 101. The Freeway provides a high degree of mobility with no direct land access.
- * **Primary Arterial** - This would replace the Principal Arterial classification in the existing roadway standards. Primary Arterials will continue to provide mobility with intermittent access to Secondary Arterials with minimal direct land access.
- * **Secondary Arterial** - This would replace the Local Arterial classification. Secondary Arterials provide mobility via access to Collector Roads and some Local Streets and accommodate access to major traffic-generating land uses.
- * **Collector Road** - This roadway classification will remain unchanged. The Collector Road connects Local Streets with Secondary Arterials and, occasionally, Primary Arterials, and also provides access to major land uses.
- * **Local Streets** - This roadway classification will remain unchanged. Local Streets provide access to adjacent land uses as well as access to Collector Roads.

The recommended revised roadway classification system is described on page C-12 and shown in Figure C-2.

Minor Streets - This is a new roadway designation. Minor Streets provide access to adjacent land uses as well as to Local Streets and, occasionally, Collector Roads. Minor Streets occur only within and serve only residentially-zoned properties.

Existing Transportation System and Service

Transportation technology and needs in California have changed greatly, with emphasis on the development of a balanced multi-modal transportation system. This section discusses the non-highway components of the City's Circulation System. This includes local and intercity bus service, taxis, railroads (passenger and freight service), aviation, pedestrian/equestrian facilities, and bike facilities.

Public Bus System

The City of Santa Maria initiated the Santa Maria Area Transportation Project in 1976 as a demand-responsive service starting with two 11-passenger vans. In 1977, the service was expanded to include the Orcutt (unincorporated) area and the City of Guadalupe. From 1979-1985, the system grew rapidly to include fixed-route service, expanded hours, and changed its name to Santa Maria Area Transit (SMAT). Currently, SMAT operates four buses on five fixed routes and one-bus feeder service in the Orcutt area. Four buses are assigned to the special door-to-door service for registered elderly residents 60 years or older, disabled individuals throughout the Santa Maria-Orcutt area, and twice-a-week service to the City of Guadalupe. SMAT also operates a Special Health Services bus from Guadalupe to the City of Santa Barbara, with intermediate stops in Santa Maria, Lompoc, and the Santa Ynez Valley. SMAT annual ridership has steadily grown from 18,000 annual passengers in 1980-1981 to 264,500 passengers in 1991-92.

Intercity Service

Intercity bus service is provided by the Greyhound/Trailways Corporation. Ten daily coaches in each direction, subject to seasonal variation, run along this north-south corridor and pass through Santa Maria, utilizing Broadway and Main Street between the bus terminal and US-101. These buses serve other communities at various frequencies. Daily service to the following cities is available:

Northbound

Arroyo Grande
Pismo Beach
Shell Beach
San Luis Obispo
Paso Robles
Salinas
San Jose
San Francisco

Southbound

Los Alamos
Vandenberg AFB
Lompoc
Buellton
Goleta
Santa Barbara
Oxnard
Los Angeles
San Diego

Taxi Services

Five taxi cabs operate within the City and are stationed at five taxi stands, primarily within the central business district, the bus terminal, and at the Santa Maria Airport.

RAIL SYSTEM

Passenger Service

Amtrak service utilizes the coastal north-south corridor, but does not serve Santa Maria. Northbound passengers generally utilize the San Luis Obispo terminal, whereas southbound passengers use either the San Luis Obispo or Santa Barbara terminal. Trains travel once a day in each direction and do not pass through the planning area. San Diego service was extended to Santa Barbara in 1990 with one train in each direction daily.

Freight Service

The only local railroad within the planning area is the Santa Maria Valley Railroad (SMVRR), which deals only with local freight operations. Its eight-mile line runs from the Southern Pacific Line in Guadalupe to the west to the Santa Maria River near Garey to the east. The tracks bisect the planning area, passing through the urban area along Jones Street. There is one spur track to the Santa Maria Airport, along Railroad Avenue.

Freight trains operate along the SMVRR tracks up to six times daily, carrying shipments of foods such as sugar beets, frozen vegetables, and berries, and raw materials for use in manufacturing such as lime rock, coke, and asphalt.

PEDESTRIAN/EQUESTRIAN MOVEMENTS

Trails and Paths

The City of Santa Maria is generally well served by a system of sidewalks for everyday and recreational uses. Most sidewalks contain ramps for handicapped access. In older areas of the City sidewalks and curb-cuts are being added as new developments are constructed. The City has installed a pedestrian bridge across Broadway to provide easier access between the Town Center Mall and the west side of the street. In addition to the urban sidewalk, the City also offers a number of off-street pedestrian facilities for hiking and recreational uses. Trails are planned along the Santa Maria Levee and the twenty-four parks, special use areas, and specialized recreation areas throughout the City. Equestrian facilities are currently available at Suey Park.

AVIATION

Commercial Aviation

Scheduled passenger airline service is provided by American Eagle, United Express, and Delta Skywest Airlines which are all subsidiaries of major airlines. The service provided is essentially of a commuter nature, in that flights serving Santa Maria make multiple stops between major airports, such as Los Angeles International or San Francisco International, to "feed" other domestic and international flights. The service is generally provided by twin-engine turbo-prop aircraft which seat between 12 and 20 passengers. In addition, overnight package service is also provided by Federal Express, DHL, and Emery air services.

In 1984, Santa Maria Public Airport handled 103,590 annual operations. This is projected to increase by about 43 percent to 147,900 annual operations in 1990 and by 162 percent to 271,900 annual operations in 2005.

General Aviation

The airport offers facilities for general aviation pilots by providing tie-down spaces and hangars for small aircraft. Approximately 160 aircraft are based at Santa Maria. An additional nine (four company-owned, three privately-owned, and two helicopters) are based at a small private strip at the northwestern corner of the City.

GOODS MOVEMENT

Motorized Transport

Due to Santa Maria's agricultural and industrial economic base, trucks comprise a significant percentage of the City's traffic. Approximately eight percent of the average daily traffic (on state routes) in Santa Maria involves the use of trucks for goods movement.

Truck traffic may range higher on facilities that provide access to agricultural or industrial areas near the airport and west of the City (i.e., Main Street, Stowell Road, Betteravia Road and Clark Avenue). However, count data reflecting this information was not available. Truck-related congestion was observed at several key intersections including the Betteravia Road and U.S. 101 interchange (northbound and southbound ramps), the Betteravia Road and Broadway intersection and vicinity, the Knudsen Way and Blosser Road intersection and vicinity, the Betteravia Road and Blosser Road intersection and vicinity, and the Hanson Way and Main Street intersection and vicinity. These facilities, among others in the City, are either centrally located in industrial/agricultural areas or are along access corridors to these areas.

The City currently does not have a designated truck-route system plan.

Non-Motorized Transport

A natural gas pipeline system in the City of Santa Maria runs north-south near Blosser Road. The Union Oil Corporation (UNOCAL) operates an oil pipeline that runs east-west along the Battles Road corridor. Transmission lines are distributed throughout the City, with a major line running north-south near Railroad Avenue. Water and sewage distribution systems criss-cross the City on a grid-like pattern serving residential, agricultural, industrial, and commercial users.

PARKING

Downtown

On-street parking is generally permitted on all streets in downtown Santa Maria, with the exception of the vicinity of the Town Center Mall. There are also two municipal off-street parking lots downtown. One is at the Town Center East, the other at Town Center West. A new three-story parking structure has been constructed at Town Center East Commercial Center.

On-Street

Parking is permitted on most streets as regulated. There are no meters in any of the commercial areas.

Off-Street

Off-street parking standards are established in the City's zoning ordinance. The amount of parking required depends on the type and tenure of the land uses. Free off-street parking is generally provided by all businesses in their own private lots.

Park-and-Ride

Two park-and-ride lots with a total of about 40 spaces have been constructed near the interchange of Route 135 and Clark Avenue. These lots are used almost exclusively by Vandenberg Air Force Base (VAFB) workers. Park-and-ride lots in Arroyo Grande (10 spaces) and Pismo Beach (15 spaces) are available for use by San Luis Obispo County residents who work in Santa Maria. Presently, these lots are fully utilized. In addition, "informal" park-and-ride arrangements exist on a rural road near the U.S. 101/Clark interchange for southbound clean air express riders and on city streets near the College Drive/Donovan Road intersection for northbound commuters.

BIKE ROUTE SYSTEM

In June 1992, the Santa Maria City Council adopted the Santa Maria Bikeway Plan (Appendix C of Technical Appendices). Figure C-3 shows the planned bikeways in the City. The City of Santa Maria Bikeway Plan is designed to provide reasonable access from existing and proposed residential areas to commercial centers, social centers, and public recreation lands. The Plan is not intended to prohibit or inhibit bicycle riding on any public street, but to establish purposeful bikeways, either by physical facilities or by traffic signs and pavement markings, in those corridors of existing or potential demand.

III. CIRCULATION PLAN

The Santa Maria Circulation Plan provides for a comprehensive transportation system to serve the travel needs of the community. It is a long-range plan which anticipates future population growth of the City (up to the year 2010), and a plan for maintenance of existing streets, modifications to roads, intersections, and interchanges, and the construction of new streets to keep pace with future development. The Circulation Plan identifies goals, policies, and programs applicable to roads and highways, transit, light rail service, airports, pipelines, and public utilities and facilities.

Roads and Highway System

Streets constitute a city's primary transportation corridors. They allow cars, buses, motorcycles, delivery vehicles, bicycles, and pedestrians to move throughout the city. Therefore, long-term maintenance and improvements to the street system benefit all forms of transportation.

The Circulation Map (Figure C-2) depicts the master plan for roads and highways in the City of Santa Maria. It identifies improvements to streets, intersections, and interchanges; and plans for the construction of new streets to ensure adequate circulation in Santa Maria. Goals, policies, and programs related to roads and highway are outlined in Section IV.

Primary Arterials

North-South

Highway 101

Broadway/Orcutt Expressway (S.R. 135) from U.S. 101 to Route 1
Skyway Drive

"E" Street (proposed road)

East-West

Main Street (S.R. 166 from U.S. 101 to Highway 1) from Fremont
to Black Road

Betteravia Road from Rosemary Road to "E" Street

Union Valley Parkway

Secondary Arterials

North-South

"A" Street
Blosser Road
Railroad/Depot Street from Taylor Street to McCoy Lane
Miller Street from Donovan Road to Orcutt Expressway
College Drive from Donovan Road to Santa Maria Way (includes proposed extension)
Bradley Road
Suey Road
Fremont

East-West

Donovan Road
Alvin Avenue
Fesler Street from Railroad Avenue to Miller Street
Stowell Road
Battles Road
McCoy Lane
Lakeview Road from Bradley Road to Orcutt Expressway (S.B. County)
Clark Avenue from U.S. 101 to Route 1 (S.B. County)

Collector Roads

North-South

Hanson Way
Thornburg Street
Western Avenue
Carlotti Drive
Centerpointe Parkway
Hillview Road (S.B. County)

East-West

Hidden Pines Way
Seaward Drive
Taylor Street from Broadway to Blosser Road
Fesler Street
Cook Street from Concepcion Avenue to Farnel Road
Jones/Boone Street
Morrison Avenue
Sonya Lane
Enos
Inger
Carmen Lane
Prell Road (S.B. County)
San Ysidro Street
Fairway Drive
Sunrise Drive
Foster Road (City of Santa Maria and S.B. County)
Patterson Road (S.B. County)
Rice Ranch Road (S.B. County)

City of Santa Maria
General Plan

Circulation Plan (2010)

Legend

- EXISTING PRIMARY ARTERIAL
- PROPOSED PRIMARY ARTERIAL
- EXISTING SECONDARY ARTERIAL
- PROPOSED SECONDARY ARTERIAL
- EXISTING COLLECTOR
- PROPOSED COLLECTOR

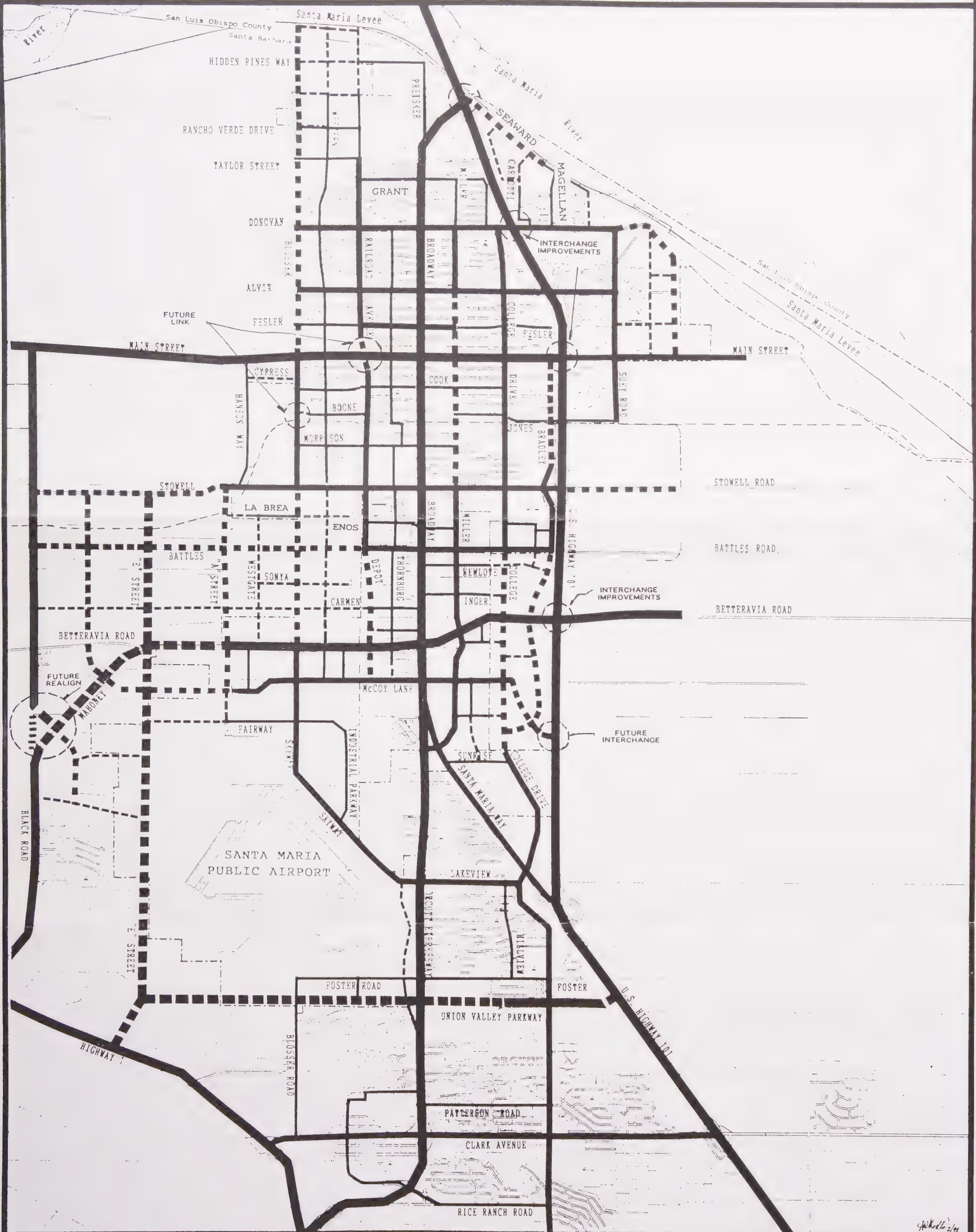


FIGURE C-2

Circulation Plan (2010)
ADOPTED 1/4/94

REVISIONS	DATE	FILE NO.	INITIAL	DATE	FILE NO.	INITIAL
	FEB 92		JPS			
	MARCH 6, 1992		JPS			
	MARCH 9, 1992		JPS			

FIGURE C-2

SANTA MARIA BIKEWAY PLAN (Bicycle/Pedestrian Transportation)

The Santa Maria Bikeway Plan was adopted by the City Council on June 16, 1992. The Bikeway Plan establishes an extensive network of bikeways to serve a variety of transportation and recreational uses in Santa Maria. The Plan also identifies goals, policies, programs and standards to ensure the implementation of safe, efficient and convenient bikeways. The adopted Bikeway Plan is Appendix C of Technical Appendices).

The Bikeway Plan Map (Figure C-3) identifies bike routes, bike lanes and multi-purpose trails along several existing and planned streets. The streets and corridors designated for bikeways are listed below.

Multi-Purpose Trail I

Battles Road (Unocal Pipeline Right-of-Way)
Preisker Lane (Broadway to Levee)
Railroad Avenue (PG&E Right-of-Way)
Bradley Drainage Channel
Santa Maria River Levee (Santa Maria/Guadalupe Dunes Bikeway Plan, Appendix D of Technical Appendices)

Multi-Purpose Trail II

Blosser Road: (Levee to Fesler Street)
(Stowell Road to Betteravia Road)
College Drive (Battles Road to Sunrise Drive)
"E" Street
Foster Road
Jones Street (U.S. Highway 101 to Suey Road)
McCoy Lane (College Drive to Bradley Road)

Class II - Bike Lane

Alvin Avenue (Blosser Road to Suey Road)
Black Road
Betteravia Road (East of Miller Street)
Blosser Road (Fesler Street to Stowell Road)
Bradley Road (Main Street to McCoy Lane)
Broadway (Taylor Street to Preisker Lane)
College Drive (Donovan Road to Battles Road)
College Drive (Sunrise Drive to Santa Maria Way)
Depot Street (Battles Road to Betteravia Road)
Donovan Road (Blosser Road to Suey Crossing Road)
Mahoney Road
Main Street (U.S. 101 to City Landfill)
McCoy Lane ("E" Street to College Drive)
Miller Street (Taylor Street to Santa Maria Way)
Morrison Street (Blosser Road to Miller Street)
Pine Street (El Camino to Morrison Street)
Railroad Avenue (Alvin Avenue to Taylor Street)
Santa Maria Way (Miller Street to College Drive Ext.)
Skyway Drive (Betteravia Road to Orcutt Expressway)
Suey Road (Donovan Road to Jones Street)
Sunrise Drive
Taylor Street (Blosser Road to Broadway)
Thornburg Street (Morrison Street to Stowell Road)
Thornburg Street (Battles Road to McCoy Lane)

Class III - Bike Route

Thornburg Street (Stowell Road to Battles Road)
Thornburg Street (McCoy Lane to Waller Lane)

Rail Transportation

As the population of the Santa Maria Valley grows, the City of Santa Maria will continue to promote the use of alternative modes of transportation to relieve traffic congestion and improve air quality. Trains (light rail) are among the most energy-efficient transportation modes ever developed. Their environmental impact is far less than that of trucks and buses, and they provide affordable transportation for people without cars.

Amtrak utilizes Southern Pacific Railroad's coastal north-south line but does not directly serve the City of Santa Maria. Passengers from Santa Maria must travel north to the City of San Luis Obispo (30 miles) or south to Santa Barbara (60 miles) to use the Amtrak trains.

An Amtrak terminal is planned to be constructed on excess Southern Pacific Railroad right-of-way in downtown Guadalupe. The precise location of the terminal has not been determined. The terminal will consist of an 800-foot platform, information kiosk with arrival and departure times, and parking. The Amtrak terminal is expected to be constructed sometime in the 1993-94 fiscal year (Helen Elder, City Planner, City of Guadalupe, Personal Conversation on April 1, 1993).

The City of Santa Maria will continue to support the phased implementation of a light rail transportation network as delineated in Figure C-4. The light rail transportation system will serve the community in two ways. It will provide an alternative mode of transportation linking the predominantly residential areas in the north to the employment and activity centers surrounding the Santa Maria Public Airport District in the south. The routes include connection to the downtown retail district from the main north/south route utilizing Church Street to the mall and returning west on Cypress Street to the main north-south route. The light rail station will also connect the City of Santa Maria to a future Amtrak terminal in the City of Guadalupe.

The light rail transportation network will utilize the Santa Maria Valley Railroad Right-of-Way (ROW). The phased implementation may include the existing use of freight service, future uses such as open space corridor, bicycle/jogging path, and fixed bus route within the ROW, and ultimately a light rail. The existing and future uses are complimentary and should be encouraged to remain in perpetuity.

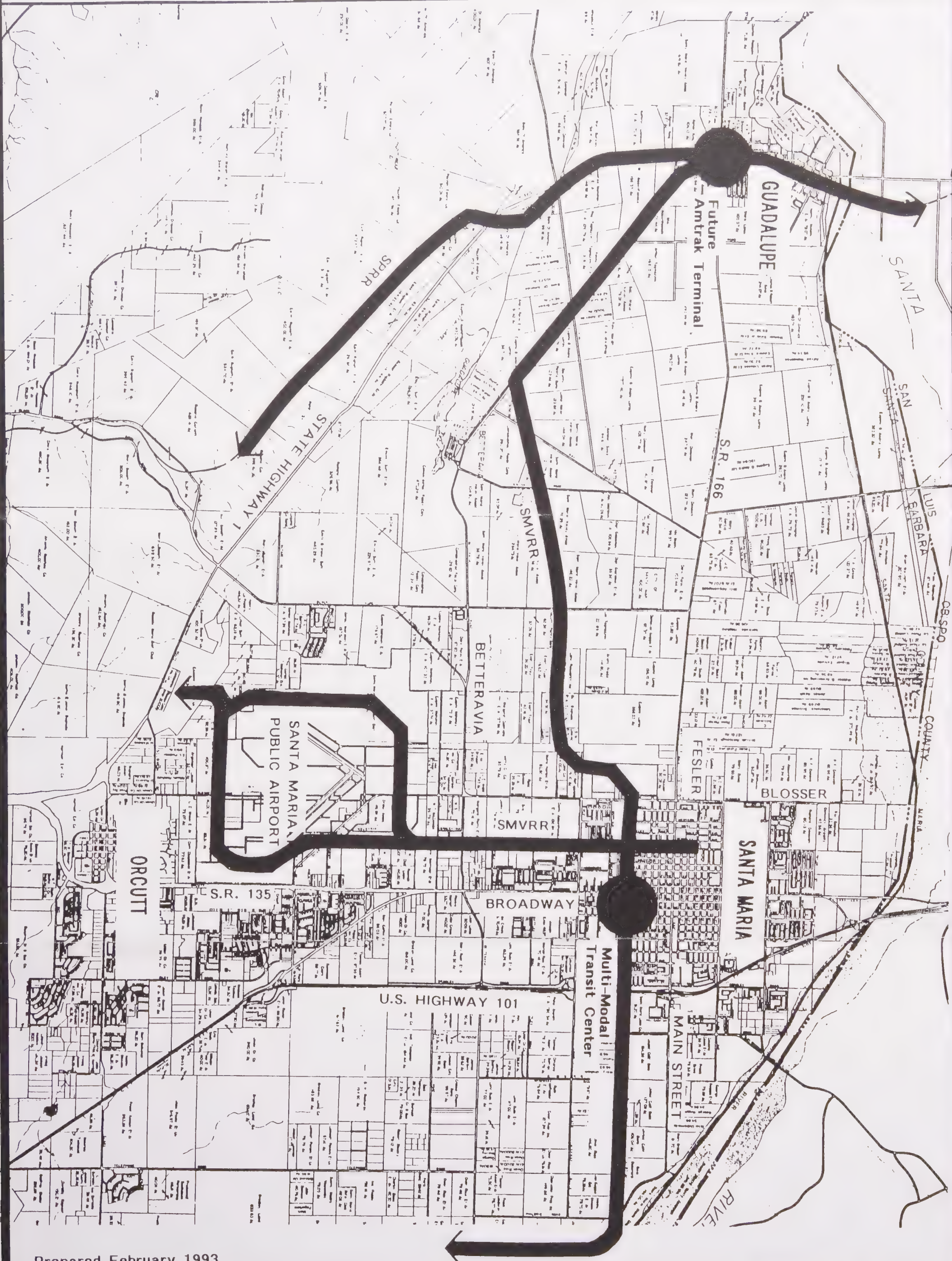
The Land Use Element (LUE) is proposed to be amended to allow for high density mixed use areas that are contiguous to the planned light rail system.

City of Santa Maria
General Plan

Legend

Phased Light Rail Transportation System
Proposed Transportation Corridor

(ADOPTED 1/1994)



Prepared February 1993

ADOPTED 1/4/94

Phased Light Rail Transportation System
Transportation Corridor

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2 →

FIGURE C-4

Air Transportation

The Santa Maria Public Airport (SMPA) serves the aviation needs of the City of Santa Maria public and nearby communities in both Santa Barbara and San Luis Obispo Counties. The Airport's district encompasses 400 square miles, extending from the Santa Maria River to a point three miles south of Los Alamos; and from Point Sal at the Pacific Ocean to 10 miles east of the dam at Twitchell Reservoir. The Airport is operated by the Santa Maria Public Airport District (SMPAD).

Principal activities at the airport consist of the passenger terminal, four primary fixed base operators, general aviation sales and repair, and aviation and non-aviation storage. Aircraft operations at the airport include scheduled commuter flights by three commuter carriers, general aviation, and limited military activity.

In 1991, the Santa Maria Public Airport handled approximately 90,792 annual operations (landings and takeoffs). The number of enplaned and deplaned passengers (actual people onboard) increased from 32,270 in 1980 to 81,368 in 1991. This represents an annual rate increase of 8.8 percent during this period of time. To accommodate the projected increase in commercial and general aviation activity, the Master Plan identifies several improvements: (1) providing additional runway capacity when actual traffic reaches the forecast volume of aircraft operations; (2) expanding the passenger terminal and parking to keep up with the actual growth of passenger traffic; and (3) increasing general aviation aircraft storage and service facilities. Implementation of these improvements will allow the Santa Maria Public Airport to achieve its objectives of accommodating the projected growth in all phases of aviation demand in the region; providing optimum air transportation in terms of reliability, convenience and safety; and protecting the opportunity to make the airport compatible with the community.

The Santa Maria Public Airport is also a primary focal point of the City's commercial/industrial sector as a majority of the City's industrial land uses are located at or near the airport. The SMPA comprises approximately 2,561 acres (excluding Skyway Industrial Park). The SMPA has the potential to be developed as a major regional employment center within the Central Coast.

In 1989-90, the Santa Maria Public Airport District authorized the preparation of the Santa Maria Research Park Specific Plan on a portion of the airport property. This specific plan is a 738-acre research park and gold course located adjacent to the Airport. The research park was designed to provide a broad range of employment opportunities by providing uses that complement the activities of the Airport. Highlights of the Research Park Specific Plan include approximately 4 million square feet of light industrial and airport service, uses and a public golf course. For a more detailed discussion, please refer to the Santa Maria Public Airport Master Plan. The Santa Maria Research Park is projected to be built over a 50-year period and provide approximately 10,500 permanent jobs. Although the Santa Maria Research Park has not been approved, the potential for similar development exists.

As part of the specific plan, a circulation plan was prepared to analyze local and regional traffic constraints. The Santa Maria Circulation Plan (Figure C-2) incorporates the circulation improvements identified in the Santa Maria Research Park Specific Plan. In conjunction with development of airport property, the SMPAD will be responsible for roadway improvements to Foster Road, Skyway Drive, "E" Street, Fairway, Dutard Road and Union Valley Parkway. The District will also be responsible for intersection improvements in the immediate area. These roadway and intersection improvements will accommodate the projected traffic and maintain or improve roadway and intersection operating conditions to acceptable levels.

Bus Transportation

Transit services for the Santa Maria/Orcutt area are provided by the Santa Maria Area Transit (SMAT). SMAT is operated by the Santa Maria Organization of Transportation Helpers (SMOOTH), a private non-profit community service organization. The City of Santa Maria administers services through the Public Works Department. Accounting services and preparation of State Controllers Reports are provided by the City Finance Department.

According to the SMAT Short-Range Transit Plan (SRTP), SMAT ridership was approximately 233,900 riders in 1990-91. Based on recent SMAT ridership trends and service area growth projections, ridership is expected to nearly double from 233,900 to 458,500 in the year 2000. By 2010, ridership could increase to 714,000.

Between 1987-88 and 1991-92, productivity of the SMAT doubled from 7.7 passengers per service hour to 15.5 passengers per service hour. Productivity is expected to increase to about 20 passengers per vehicle service hour in 2000, and to about 24 passengers per service hour the year 2010.

Santa Maria's bus routes serve the majority of trip attractors, including commercial areas, hospitals, schools, and parks. The Orcutt shuttle provides service to the Santa Maria Public Airport (SMPA). There are several new growth areas, such as the HomeBase/Costco/Toys R Us commercial south of Stowell Road along Bradley Road and potential Annexations that do not have adequate transit service. Figure C-5 shows the existing bus routes for the Santa Maria/Orcutt area.

The 1992 Short-Range Transit Plan outlines several things that can be done to accommodate the anticipated increase in transit ridership demand. These include: (1) Increasing the productivity of existing services; and (2) Increasing vehicle service hours by increasing the service frequencies of existing and adding new routes. For a more detailed discussion on this subject, please refer to the Santa Maria Short-range Transit Plan, March 1993 (Appendix E of Technical Appendices).

Figure C-6 shows the 1993-94 recommended bus routes. The service plan in the SRTP also identifies several new elements that will be phased into the Santa Maria Area Transit system. They are as follows:

1. Design and construction of a transit center at the Town Center Mall. The transit center will accommodate six full-size buses and a specialized van.
2. A secondary transit center planned for development at the Santa Barbara County Betteravia Government Center at Betteravia and Miller Street. This secondary transit center would not be complete until FY 1994-95.
3. Establishment of a new route to serve Hancock College, Homebase, Costco, Toys R Us, the planned theater complex, new professional offices along Shepard Way, the developing area between Betteravia and Battles Road (Sphere Area A) and the North County Government Center.

4. A new fixed-route service for the Orcutt area.

5. Efforts to attract new commuter ridership.

This includes the development of an inter-city bus service between San Luis Obispo and Santa Maria.

6. A transition will be made from loop routes to two-way service for most routes.

FIGURE C-5

1992-1993 RECOMMENDED ROUTES

LEGEND

ROUTES:

- Route 1 (30 min.)
- Route 2 (30 min.)
- Route 3 (60 min.)
- Route 4 (60 min.)
- Route 5 (60 min.)
- Route 6a (60 min.)
- Route 6b (60 min.)

SYMBOLS:

- Hospital/Clinic
- Junior High School (7-8)
- High School (9-12)
- Hancock College
- Recreation Center
- Senior Center
- Library
- Shopping Center
- Town Center Mall
- County Offices
- City Hall
- Mobil Home Park

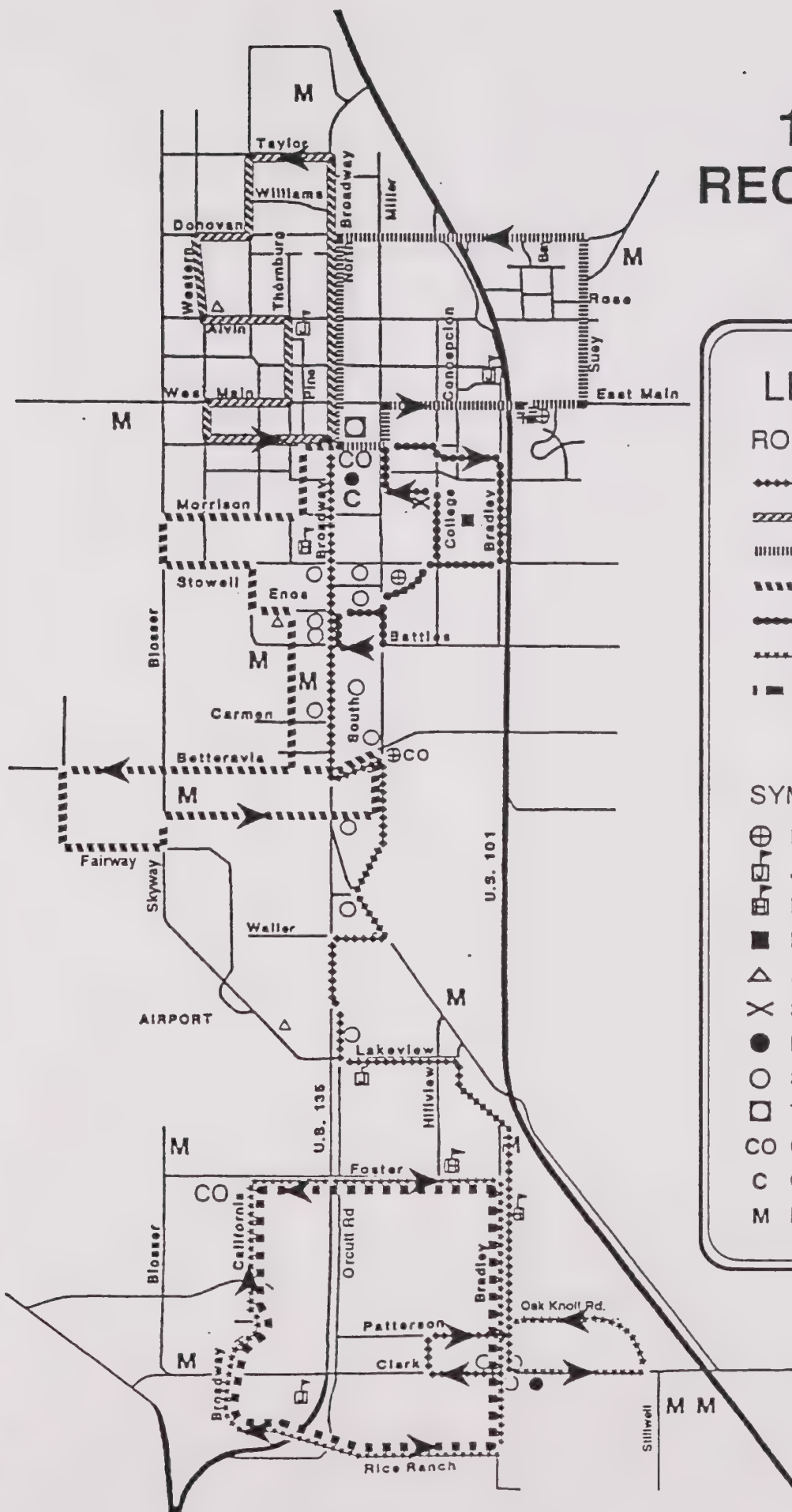


FIGURE C-6

1993-1994 RECOMMENDED ROUTES

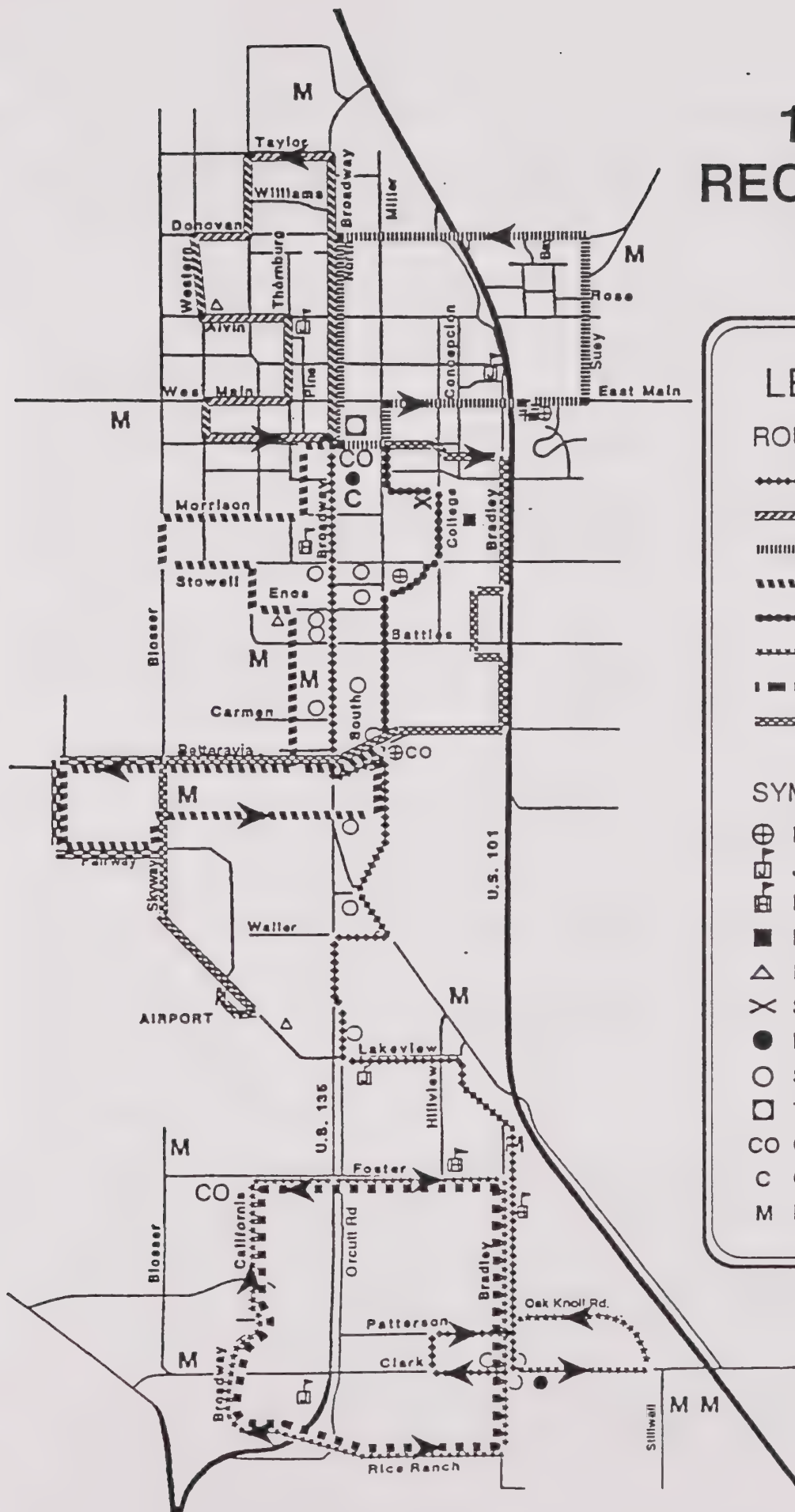
LEGEND

ROUTES:

- ◆◆◆◆ Route 1 (30 min.)
- ▨▨▨▨ Route 2 (30 min.)
- ▤▤▤▤ Route 3 (60 min.)
- ▥▥▥▥ Route 4 (60 min.)
- Route 5 (60 min.)
- — — — Route 6a (60 min.)
- — — — Route 6b (60 min.)
- ▩▩▩▩ Route 7 (60 min.)

SYMBOLS:

- ⊕ Hospital/Clinic
- ▤ Junior High School (7-8)
- ▥ High School (9-12)
- Hancock College
- △ Recreation Center
- × Senior Center
- Library
- Shopping Center
- Town Center Mall
- CO County Offices
- C City Hall
- M Mobil Home Park



IV. GOALS, POLICIES AND PROGRAMS

As a means of implementing the Circulation Plan, goals, objectives, policies, and implementation programs have been developed to assist the policy makers and city staff in making future transportation decisions.

GOAL C.1 Comprehensive Transportation System

To provide and maintain a comprehensive transportation system that provides for the safe and efficient transport of people and goods throughout the City.

POLICY C.1.a Acceptable Levels of Service

The City shall maintain an acceptable peak-hour level of service on all arterials and collectors and at signalized intersections. Service Level "D" on all roadways and at all signalized intersections shall be the levels maintained.

For long-range development plans, Level of Service D need not be strictly maintained if other policies and action plans indicate that a lesser level of service may be acceptable on a short-term basis providing there are sufficient over-riding considerations.

OBJECTIVE C.1.a.1 Improved Levels of Service

Arterials and collectors with peak hour levels of service worse than D and all intersections with peak hour levels of service worse than D shall be improved to operate at an acceptable peak-hour level of service within the planning period.

OBJECTIVE C.1.a.2 New Development Impacts on Road Network

Ensure that as new development creates the need, existing local roads within the road network are improved and additional local and regional roads are constructed, so as to keep all such roads functioning at an acceptable level.

IMPLEMENTATION PROGRAMS

1. Condition approvals of new development with roadway improvements that would be necessary to maintain a minimum LOS D on roadways and at intersections during peak hour periods.
2. Continue to require the preparation of traffic studies as part of the review process of all larger development projects where it can be demonstrated that the proposed project will adversely affect the transportation system.
3. Review annually the functioning of the street system to identify problems and actively pursue implementation of improvements identified as needed in a timely manner.

ANTICIPATED RESULTS

1. The City establishes a level of service on all freeways and arterial and collector streets that can economically be implemented and still provide for an adequate level of traffic flow.
2. In order to accommodate new growth, many existing streets serving as collectors and arterials will be improved to allow for increased traffic volumes at a Level "D" service.
3. Improvement of the level of service on city streets in a manner that is economically feasible to implement and still provides for safe and efficient traffic flow.

POLICY C.1.b Driveways and other Encroachments

Develop access standards regarding new driveways and other encroachments to arterial and collector streets so as to minimize conflicts that are detrimental to safe and efficient operating conditions.

OBJECTIVE C.1.b.1 Traffic Signal Spacing

Plan spacing between traffic signals to optimize interconnection, signalize only warranted locations, and strive to implement signal timing that will result in fuel conservation.

IMPLEMENTATION PROGRAMS

1. All City streets shall be constructed in accordance with the Circulation Plan Map and standards established by the City Engineer.
2. For all new larger developments or substantial improvements to existing development, require a traffic study to evaluate the potential impacts associated with the proposed project prior to approval.

POLICY C.1.c Parking

Insure that sufficient parking facilities are provided for all land uses by requiring new developments to provide parking to meet their needs on-site or within close proximity to their sites except within the Central Business District.

OBJECTIVE C.1.c Parking

Provide an adequate supply of parking to meet the parking needs, on-site or within close proximity, of the developments generating the demand for parking.

IMPLEMENTATION PROGRAMS

1. Develop parking and traffic control plans for those neighborhoods which are adversely impacted by spillover parking and traffic from commercial areas.
2. Require all new developments to provide adequate parking to meet their parking demands on-site or in consolidated parking facilities within close proximity to their site.
3. Periodically review the Santa Maria Zoning Ordinance parking requirements to assure that adequate parking is provided.
4. Encourage joint use of parking facilities to allow for mixed use (i.e. light commercial and residential).

GOAL C.2 Consistency with other Elements of General Plan

Provide transportation facilities and services that are consistent with the land use and development goals, policies, and programs of the City General Plan.

POLICY C.2.a Preservation of road right-of-way

Require appropriate right-of-way dedications and building setbacks of all new developments to facilitate construction of roadways shown on the Circulation Plan Map (Figure C.2), including protection of right-of-way for future roadways.

POLICY C.2.b.1 Inter-Jurisdictional Transportation Planning

Continue to participate in circulation and transportation planning with Santa Barbara County and the State of California.

POLICY C.2.b.2

Seek inclusion in federal, state and regional transportation improvement plans that support local capital improvements. These include the Federal Transportation Improvement Plan (TIP), the State Transportation Improvement Plan (STIP), the Santa Barbara County Regional Transportation Improvement Program (RTIP), the County Regional Transportation Program (RIP).

POLICY C.2.d North-South Roadway/Improvements:

In order to meet the projected travel demands, the following improvements shall be constructed in accordance with the Traffic and Circulation Modeling Study Report and the standards established by the City Engineer. These roadway improvements are designed to improve north-south circulation in the City of Santa Maria.

- o Widen U.S. Highway 101 to six lanes between Santa Maria Way and the San Luis Obispo County Line. The City may be responsible for a portion of the construction costs.
- o Extend College Drive from Battles Road to Sunrise Drive. This segment of College Drive shall be constructed to secondary arterial street standards.
- o Widen Miller Street to secondary arterial street standards from Alvin Avenue to Santa Maria Way as needed. It may be necessary to use dimension standards to minimize the removal of existing homes and front yards.
- o Widen Route 135 (Broadway) to six through lanes between Stowell Road and Cook Street. It may be necessary to use dimension standards to minimize the removal of existing homes, businesses, and front yards.
- o Widen Route 135 (Broadway) to primary arterial street standards between Betteravia Road and Union Valley Parkway.

- o Extend Depot Street/Railroad Avenue north to Hidden Pines Way and south to McCoy Lane. Construct the Depot Street extension between Main Street (Route 166) and Church Street to secondary arterial standards.
- o Widen Blosser Road to secondary arterial street standards between Taylor Street and Betteravia Road. Blosser Road will be a secondary arterial.
- o Widen Blosser Road to secondary arterial standards between Union Valley Parkway and Foster Road.
- o Improve "A" Street to secondary arterial standards between Stowell Road and McCoy Lane, and collector street standards from McCoy Lane to Fairway.
- o Construct 'E' Street to primary arterial standards between Union Valley Parkway and Stowell Road.
- o Extend Carlotti Drive north of Donovan Road to the Santa Maria River levee, then northwesterly along the levee until it intersects with the Broadway/U.S. 101 Interchange.

East-West Roadway Improvements:

These roadway improvements are designed to improve east-west circulation, and provide alternative east-west roadways.

- o Extend Hidden Pines Way from Preisker Lane west to Blosser Road.
- o Improve Alvin Avenue to secondary arterial standards between Curryer Street and Miller Street.
- o Widen Main Street to secondary arterial standards between Palisades Drive and eastern City Limits.
- o Widen Stowell Road to arterial standards between Blosser Road and "A" Street.
- o Improve Battles Road to the standards of an arterial. Extend Battles Road from its terminus at Depot Street west to Black Road.
- o Widen Betteravia Road to primary arterial standards between Miller Street and U.S. Highway 101.
- o Upgrade McCoy Lane between Skyway Drive and Miller Street as a designated secondary arterial. Extend McCoy Lane east to the future College Street extension and ultimately to a new U.S. 101 freeway interchange at McCoy Lane and U.S. 101.
- o Construct McCoy Lane to secondary arterial standards between "A" Street and Mahoney Road.

- o Widen Foster Road to secondary arterial standards between Route 135 and Blosser Road.
- o Construction of the Union Valley Parkway (UVP) from U.S. Highway 101 to the future "E" Street. The City of Santa Maria's responsibility shall be to see that construction of those portions of the UVP that are within the City Limits are constructed to primary arterial standards.

POLICY C.2.e Intersection and Interchange Improvements

In order to meet the projected travel demands, the following interchange reconstruction and intersection improvements shall be constructed in accordance with the Santa Maria Traffic and Circulation Modeling Study Report and the standards established by the City Engineer.

- o Widen and reconstruct the following interchanges;
 - Route 135/U.S. Highway 101
 - Donovan Road/U.S. Highway 101
 - Route 166/U.S. Highway 101
 - Stowell Road/U.S. Highway 101
 - Betteravia Road/U.S. Highway 101
- o Construct a new interchange at the following locations;
 - McCoy Lane/U.S. Highway 101
 - Route 135/Union Valley Parkway (may be an at-grade signalized intersection)
- o Blosser/Stowell Road. Add Northbound (NB) right-turn lane and Eastbound (EB) left-turn lane.
- o Route 135 (Broadway)/McCoy Lane. Add Southbound left-turn lane, widen EB approach to provide a left-turn lane, 2 through lanes and a separate right-turn lane, add Westbound (WB) through lane.
- o Route 135/Foster Road. Add a NB through lane, SB through lane, EB and WB left-turn lanes.
- o Route 135/Skyway Drive. Add NB through lane, SB through lane, and EB left-turn lane.
- o Stowell Road/College Drive. Lengthen the WB left-turn lane at the Intersection.
- o Route 135/Morrison Avenue. Add a EB right-turn lane and widen eastern leg.
- o Santa Maria Way/Miller Street. Construct SB dual left-turn lanes from Miller Street onto Santa Maria Way.
- o Santa Maria Way/Miller Street. Add a NB right-turn only lane from Santa Maria Way onto Miller Street.

- o Install traffic signals at the intersections identified in the Santa Maria Traffic and Circulation Modeling Study Report dated December 19, 1991.

OBJECTIVE C.2.a Implement roadway improvements

Implement the roadway and intersection improvements identified in the Traffic and Circulation Modeling Study Report (Appendix A of Technical Appendices), to handle the City's projected travel demands. These circulation improvements are designed to alleviate present and anticipated problems with the City's circulation system.

OBJECTIVE C.2.b Improve deficient roads and intersection

Improve existing roadways and intersections to adequately handle the increased traffic resulting from implementation of the Santa Maria Land Use Element and development of the target areas identified in the Santa Maria Sphere of Influence Boundary and Current Annexation Study.

PROGRAMS

1. Prepare an annual update to the Santa Maria Capital Improvement Program. This shall include a list of infrastructure improvements intended to be implemented by the City over the next five-year period, a priority ranking of those projects, and identification of the available sources of funding to finance implementation of each improvement project.
2. Coordinate planning efforts with Santa Barbara County and the California Department of Transportation (CalTrans) to ensure the construction of the Union Valley Parkway. Construction of this arterial will provide an alternative route for users of the Santa Maria Research Park which is planned to be located on the southern portion of the Santa Maria Public Airport.

ACCOMPLISHMENTS TO DATE:

1. As part of the Capital Improvements Plan, Depot Street was extended from Morrison Avenue to Stowell Road. Depot Street now runs from Fesler Street to Main Street, and Church Street to Sonya Lane. In addition, as part of the Casa Del Cielo project, it is anticipated that Depot will connect to Carmen Lane.
2. Stowell Road was reconstructed and widened to secondary arterial street standards between Broadway (S.R. 135) and Miller Street.
3. The west-bound left turn lane at Stowell Road/College Drive was lengthened to improve circulation.

ANTICIPATED RESULTS:

1. Implementation of the roadway and intersection improvements identified in the Traffic and Circulation Modeling Study Report (Appendix A of Technical Appendices) to adequately handle the travel demands of the existing and projected population.

GOAL C.3 Funding of Streets

Cost-effective operation, equitable distribution of funding, and development of streets to meet the City's existing and future transportation needs.

POLICY C.3.a Distribution of Costs

Equitably distribute the costs for roadway and intersection improvements among property owners/developers who benefit from new development and roadway users.

POLICY C.3.b Distribution of Costs

Ensure that each new development which would individually and/or cumulatively contribute to the need for improvements or additions to local roads, or roads within the regional network, bears its pro-rata share of the costs of all such improvements or additions to the extent taxes or other public revenues are inadequate for such purposes.

OBJECTIVE C.3.a Distribution of Costs

Establish an equitable method to distribute the costs of regional roadway improvements, traffic signal installation, and interchange improvements among property owners/developers benefiting from new development and, if possible, roadway users by the end of 1993.

IMPLEMENTATION PROGRAMS:

1. Develop and maintain a traffic impact mitigation fee program to mitigate cumulative impacts and to further develop the transportation system.
2. Adopt traffic impact mitigation fees as a means by which to collect funds to pay for street improvement projects identified as necessary to improve the existing and future flow of traffic. The Santa Maria Traffic Improvement Fee Program Report (Appendix B of Technical Appendices) outlines the traffic improvements and associated fees.
3. As part of all subdivisions and planned development permits applications, the City will require all developments to install on-site and off-site street improvements as specified in the Circulation Element. This includes the dedication, and improvement where warranted, of appropriate rights-of-way to allow roadways to be constructed in accordance with the roadway standards established by the Director of Public Works/City Engineer.

4. Prepare an annual update to the City of Santa Maria's Five-Year Capital Improvement Program. This shall include a list of the infrastructure improvements intended to be implemented by the City over the next five-year period, a priority ranking of those projects, and identification of the available sources of funding to finance implementation of each improvement project.

ACCOMPLISHMENTS TO DATE:

1. The Santa Maria Traffic Improvement Fee Program study on potential traffic mitigation fees was prepared by Associated Transportation Engineers (ATE) under the supervision of the City in March 1992.
2. Developers construct on-site and off-site improvements as conditions of approval of their proposed subdivisions and planned developments.
3. In 1993, the City of Santa Maria City Council approved the City's A.B. 1600 Fee Program. The fee program includes a standard traffic mitigation fee which allows the City of Santa Maria to equitably distribute the costs of regional roadways, intersection, and interchange improvements.

ANTICIPATED RESULTS:

1. Cost-effective operation, equitable distribution of funding and the development of streets to meet the City's existing and future transportation needs.

GOAL C.4 Land Use Compatibility

Minimize the impact of existing and future roadway improvements on adjacent land uses by ensuring compatibility between land uses and transportation facilities.

POLICY C.4.a Location of Noise-Sensitive Land Uses

Locate noise-sensitive land uses such as residences, hospitals and schools away from heavily-traveled arterials whenever possible.

POLICY C.4.b Coordination of Transportation Planning

Coordinate land use planning with existing and future transportation facilities so that transportation movement is neither impeded nor significantly impacts adjacent land uses.

OBJECTIVE C.4.a Compatible Transportation System

Develop a transportation system that provides adequate facilities for heavy vehicle traffic and reduces the impact of such traffic on local circulation and residential environments.

IMPLEMENTATION PROGRAMS

1. As part of the site plan review process, the City shall require developers to locate noise-sensitive land uses away from heavily-traveled roadways through the provision of landscape buffers, walls, and setbacks between such uses and the roadways.
2. Regulate on-street parking of large vehicles such as trucks and RVs where necessary to discourage truck parking on public streets or in other locations where they are incompatible with adjacent land uses and cause visibility and safety problems.
3. Require new developments to align new streets with existing or approved streets wherever, in the opinion of the City Engineer, such is feasible.
4. Develop a truck route plan identifying roadways to be posted as designated truck routes, and to be posted with weight limit restrictions to discourage their use by heavy vehicles.
5. Adopt an ordinance regulating the transportation of hazardous materials within the City. This ordinance shall define materials considered hazardous or toxic and designate the specific roadways on which the transport of such materials is permitted as well as those on which it is prohibited.

GOAL C.5 Transmission Facilities

Provide for the development of major utility and transmission lines that will not adversely impact adjacent land uses.

POLICY C.5.a Location of Utilities and Pipelines

Coordinate land use planning with the location of existing and planned utilities and pipelines (including water, gas, sewer, electric and telephone) to ensure compatibility between land uses and transmission facilities to the extent possible.

OBJECTIVE C.5.a Efficient Transmission Services

To ensure efficiency of utility and transmission services and to minimize adverse environmental effects through proper land use planning and facilities siting.

IMPLEMENTATION PROGRAMS:

1. As part of the site plan review process, the City shall encourage developers to provide landscape buffers between pipelines and pipeline corridors, and adjacent residential land uses.
2. Require new developments to underground utilities within public rights-of-way consistent with the long-range infrastructure needs of the City.

GOAL C.6 Alternative Modes of Transportation

Provide for the development and use of alternative modes of transportation within an integrated system of transportation facilities.

POLICY C.6.a.1 Promote Alternative Modes of Transportation

Promote the use of alternative transportation modes such as transit, bicycle, pedestrian, airplane, and light rail to relieve traffic congestion and improve air quality.

POLICY C.6.a.2 Conditions on Development

Discretionary development shall be conditioned, where feasible, to minimize traffic impacts by incorporating bicycle and pedestrian paths and those support facilities (e.g. as bicycle lockers and showers), ridesharing programs, and transit improvements (bus turnouts, shelters, and benches) into the project design.

OBJECTIVE C.6.a.1 Reduce Vehicle Miles Traveled

To reduce vehicle miles traveled and disperse peak hour traffic to better utilize the existing and planned transportation infrastructure.

OBJECTIVE C.6.a.2 Transit- and Pedestrian-Oriented Developments

Ensure that development projects and subdivisions are designed to be efficiently served by buses, bike routes and pedestrian connections.

IMPLEMENTATION PROGRAMS

1. As part of encouraging alternative modes of transportation, the City of Santa Maria shall identify and evaluate alternative long-term transportation modes such as exclusive bus lanes and light rail that can be incorporated into the Santa Maria Transportation System.
2. In reviewing discretionary projects, the City will encourage pedestrian-oriented development (POD) and transit-oriented development (TOD). The design, configuration and mix of uses will emphasize a pedestrian-oriented environment and reinforce the use of alternative modes of transportation. (For related policies and programs refer to Land Use Element).
3. Review all major projects for their consistency with the goals and policies of the Santa Maria Circulation Element, the Santa Barbara County Congestion Management Plan (CMP) and Air Quality Attainment Plan (AQAP).

POLICY C.6.b.1 Transit (Bus Transportation)

Continue to work with the Santa Maria Organization of Transportation Helpers (SMOOTH) to improve and expand Santa Maria Area Transit (SMAT) service to meet those transit needs that can be reasonably met, with particular emphasis on the needs of the elderly, handicapped, low income, and community college students.

POLICY C.6.b.2 - Transit

Offer convenient, safe, and reliable transit services, and to ensure that the financial stability of the transit system continues.

OBJECTIVE C.6.b.1 - Transit

Maintain the current level of bus services and expand such services as required when demand levels increase.

OBJECTIVE C.6.b.2 - Transit

To ensure a high level of public awareness about SMAT's existence including when and where it functions, and the personal, local and regional benefits of supporting public transit. These benefits are providing transportation to those who have no other means of transportation, strengthening the area's economy, improving air quality, and reducing petroleum consumption.

IMPLEMENTATION PROGRAMS

1. Continue to use the Santa Maria Area Transit to monitor the needs of the community in order to serve the largest possible number of citizens and provide the best possible transit system.
2. Plan for the existing transit system's incorporation into the ultimate fixed bus lane and light rail routes as a "feeder" system.
3. Work with the SMOOTH on expanding the existing city-wide public transit system (SMAT). This may include establishing new routes and other measures to increase ridership.
4. Use local funds to support and expand transit service to the extent possible. This may include increasing fares to maintain transit service.
5. Seek alternative funding sources, whenever possible.

POLICY C.6.c.1 Bicycle and Pedestrian

Develop bicycling and pedestrian facilities as a major transportation and recreational mode to serve the transportation and recreational needs of the residents.

POLICY C.6.c.2 Safe Streets for Bicycles

Provide safe, efficient and convenient streets for the use of pedestrians and cyclists throughout the City, and where possible, provide separate bikeway access to major destinations (e.g. schools, parks, and commercial and employment centers) to assure safety.

POLICY C.6.c.3 Multi-Purpose Trails

Locate multi-purpose trails on exclusive lanes physically separated from automobiles. Where separate bike facilities cannot be provided, the bikeway shall be designated with lane striping and signing for the protection of both cyclists and motorists.

POLICY C.6.c.4 Equestrian Trails

Promote horseback riding as a form of recreation and transportation by providing equestrian trails, where feasible.

OBJECTIVE C.6.c.1 Santa Maria Bikeway Plan

Implement the policies and programs of the Santa Maria Bikeway Plan (adopted in June 1992). The Bikeway Plan calls for a comprehensive network of multi-purpose trails throughout the City.

IMPLEMENTATION PROGRAMS

1. The City in reviewing and approving subdivisions, general plan and zone changes, and commercial and industrial developments, shall require pedestrian-friendly facilities.

Pedestrian access to, from, and between residential, commercial, industrial uses, parks and schools shall be strongly encouraged, wherever feasible.

2. The City in reviewing and approving subdivisions, general plan and zone changes, and commercial and industrial developments, shall require improvement of bicycle facilities consistent with the adopted bikeway plan.
3. Pursue all possible revenue sources (i.e., local, state, federal and private) for acquisition and construction of bike lanes and multi-purpose trails contained in the Bikeway Plan.
4. Integrate bicycle transportation in all appropriate transportation and recreation programs and facilities.

5. Examine the feasibility, desirability and cost of establishing an equestrian trail in the Santa Maria River and other locations in the City. If feasible, designate a segment of the River for an equestrian trail.

ACCOMPLISHMENTS TO DATE

1. Bikeways are included as conditions of approval of all subdivisions and planned developments with connections to the city-wide bicycle network.
2. The Santa Maria City Council adopted the Santa Maria Bikeway Plan on June 16, 1992.
3. The City continues to apply for local, state and federal grants for construction of bicycle and pedestrian facilities. The City was awarded grants for construction of the Unocal Pipeline Corridor/Battles Road Bicycle Improvement project; and partial funding for construction of multi-purpose trails along the SMVRR right-of-way, and on the Santa Maria River Levee (Santa Maria/Guadalupe Dunes Bikeway).

ANTICIPATED RESULTS

1. Construction of bikeways on selected arterials and collectors as shown in the Bikeway Plan Map (Figure C-3) to conform to minimum planning and design criteria for bicycles.
2. The dual use of railroad rights-of-way, and the conversion of abandoned railroad rights-of-way to bike and pedestrian trails.
3. The dual use of pipeline and transmission corridors for bicyclists and pedestrians.

POLICY C.6.d.1 Air Transportation

Support air transportation by ensuring that land uses surrounding the Santa Maria Public Airport are compatible with existing and future airport operations. (See Land Use Element for related policies and programs.)

OBJECTIVE C.6.d.1 Air Transportation

To ensure that air transportation using the Santa Maria Public Airport does not create safety or noise problems in surrounding areas.

IMPLEMENTATION PROGRAMS

1. Coordinate master plans with the Santa Maria Public Airport District (SMPAD), the Airport Land Use Commission (ALUC), and Santa Barbara County to ensure consistency between the Santa Maria Circulation Element and the Airport Master Plan.

2. Encourage the Santa Maria Public Airport District to adhere to Federal Aviation Administration (FAA) regulations and other laws that regulate airport operations.

POLICY C.6.e.1 Rail Transportation (Preserve the SMVRR right-of-way)

To preserve railroad and utility rights-of-way to provide for the development of a fixed light rail transportation system to serve the community.

The City of Santa Maria will continue to support the phased implementation of the light rail transportation network delineated in Figure C-4. The phased implementation may include existing freight service, an open space corridor, multi-purpose trail (bicycling/jogging), fixed bus route, and a light rail system.

POLICY C.6.e.2 Dedication of Utility Corridors

Continue to support dedications and reservations of utility corridors for dual purposes that include the existing uses as well as functional greenbelts, bikeways, fixed bus routes, and light rail.

OBJECTIVE C.6.e.1 Fixed Light Rail System

To preserve the existing Santa Maria Valley Railroad rights-of-way and electrical transmission, pipeline, and open space corridors to allow the City to provide for a phased implementation of a fixed light rail transportation system as delineated in Figure C.4.

OBJECTIVE C.6.e.2

Work closely with the Santa Maria Valley Railroad Company in the planning and design of a planned fixed light rail transportation system.

IMPLEMENTATION PROGRAMS

1. Identify and preserve railroad rights-of-way, utility corridors, drainage easements that can be used for dual purposes, and integrated in the City's transportation and recreation systems.



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